

Not in book

A HOLIDAY TRIP TO
CANADA.

THE
RESOURCES OF THE DOMINION
AND
THEIR DEVELOPMENT

INFORMATION FOR AND ADVICE
TO INTENDING EMIGRANTS

BY

J. T. DUNSFORD, F.J.I.,

Editor of the "Bridgwater Mercury"

Reprinted from the "Bridgwater Mercury" and
"Somerset County Gazette," June and July

1896

20-

A HOLIDAY TRIP TO CANADA.

THE
RESOURCES OF THE DOMINION
AND
THEIR DEVELOPMENT.

INFORMATION FOR AND ADVICE
TO INTENDING EMIGRANTS,
BY

J. T. DUNSFORD, F.J.I.,
Editor of the "Bridgwater Mercury."

*Reprinted from the "Bridgwater Mercury" and
"Somerset County Gazette," June and July,
1906.*

LIBRARY OF THE UNIVERSITY
OF ALBERTA

A HOLIDAY TRIP TO CANADA AND BACK.

"Off to Canada" has been for several months past a familiar headline to local paragraphs in the columns of the "Bridgwater Mercury," and the gradual depopulation of the town and neighbourhood, occasioned by the numerous bookings at Hickman and Son's, Eastover, the local emigration agents for the Canadian Pacific Steamship and Railway Company, for the great transatlantic Dominion, has certainly been viewed in some quarters with no little concern. Practical agriculturists, with a small amount of capital, artisans, and farm labourers—the class of persons who, for the most part, have been induced to leave the shores of this country for the Far West—can ill be spared from our midst; but, on the other hand, the greatly improved prospects held out to them in the most prosperous of our colonies, and the favourable reports received from those relatives and friends who have preceded them to Canada, and are now doing well there, are very alluring, and it can hardly be wondered at that, to many of those who have no particular home ties, the attractions prove almost irresistible. Some of the earlier settlers in various parts of the Dominion who have already "made their pile," or are still engaged there in profitable pursuits—agricultural or otherwise—have either sent home glowing accounts of their prosperity, or paid a short return visit to the homes of their fathers to relate their experiences, whilst a few have been visited at their new abodes by those who have been glad to avail themselves of the splendid facilities now afforded for a

4

somewhat extended holiday trip across the broad Atlantic. Although Canada has now been an undisputed possession of the British Empire for nearly a century and half (it became so in 1763) it is only within a comparatively recent period that the vast domain—its total area being nearly four million square miles, or about thirty times as large as Great Britain and Ireland—has been extensively peopled by emigrants from the Mother Country, and even now the six million odd souls, inhabiting, for the most part, its southern boundary only, represents but an insignificant, and certainly a very inadequate proportion of the population required to develop the country's vast agricultural, mineral, and other resources, the wealth of which is almost incalculable. In former years, when the ocean navigation was only carried on by means of very frail craft compared with the creations of modern shipbuilding, and even, subsequently, by the well-constructed "clippers," the sea voyage was regarded as a formidable undertaking, and frequently accompanied by a good deal of misery. It was not uncommon at that time for emigrants, whilst crossing the Atlantic, to be driven back by contrary winds and adverse gales, or to be becalmed in mid-ocean, when the flapping canvas was waiting for a favourable breeze, and to be thus delayed for so long a time as necessitated the prolongation of the voyage for as many weeks as the distance of nearly three thousand miles can now be traversed in the same number of days only. Steam has, of course, completely revolutionised the condition of things in this respect, and by means of such magnificent and swift ocean steamers as are now being run by the Canadian Pacific Company almost weekly during the Summer months, and with nearly as much regularity as the postal service, the voyage from one continent to the other can be effected as quickly as in the old coaching days was occupied in journeying from the remotest parts of Cornwall to the Metropolis.

In the confident anticipation that he would have enjoyed the companionship of another inhabitant of Bridgwater with whom he had once previously spent a few days' holiday on the South Devon coast, and who has already crossed the Atlantic on several occasions, the writer of this article (having been recommended a change for the benefit of his health) arranged for a to and fro trip to Canada, and a short incursion into its interior. Another inducement was his desire to afford the readers of the "Mercury" more direct and reliable information, derived from personal observation and inquiries concerning the prospects of Somerset and other English emigrants in their newly adopted or intended future home. Unfortunately, about the time of booking his passage as far as Montreal by the Canadian Pacific Company's steamship "Lake Manitoba," circumstances prevented the writer being accompanied from Bridgwater, as first contemplated, by his friend (Mr. H. Hickman), but undeterred thereby, and determining not to forego the pleasurable anticipations he had already formed of the intended trip, he left Bridgwater for Liverpool on Tuesday, the 24th April, his portmanteaus having affixed to them the special labels which the Canadian Pacific Company supply intending passengers with to prevent any of their luggage going astray

THE START ON THE "LAKE MANITOBA."

The departure from Bridgwater was first timed for Monday, 23rd April, on the supposition that the "Lake Manitoba" was to start on the following morning, but deferred until Tuesday on an intimation that the saloon passengers would be received on board as late as four o'clock in the afternoon. Birkenhead was

reached by the Great Western Railway about 2.30, and the Company's boat immediately crossed the Mersey to the Prince's landing stage, which was already crowded with intending passengers who had been booked by the Cunard liner "Carmania," bound for New York, as well as the "Lake Manitoba" (which had already received on board a large number of emigrants and their luggage), whilst many other persons were awaiting the arrival from Canada of the Allan Mail steamship "Tunisian," that had already been sighted. The Cunard boat was first started, the "Lake Manitoba" having waited for some first-class passengers by a "special" train from Euston. As the steamers left their moorings the scene was one of a most animating character, the many hundreds on shore and on the steamboats fluttering their white handkerchiefs, and continuing to do so until they could be no more seen. It was an unexpected gratification to the writer to find amongst the crowd on the landing stage a couple of friends connected with an old and esteemed Bridgwater family, who had come there to join the many that had preceded them the day before in wishing him "au revoir" and "bon voyage." Not less gratifying also was it, after boarding "Lake Manitoba," to be the recipient of a couple of letters, one containing a hearty farewell greeting from his intended companion whom he had left behind, and another kindly one from Mr. W. Preston, the Government Commissioner of Emigration in London, enclosing equally kindly worded introductions to some Government emigration officials in Canada.

It was interesting to witness the process of depositing in the hold the vast quantity of emigrants' luggage not required on the voyage, and wonder was excited that accommodation could be found for it on board, together with the passengers, who numbered not less than 1,356, namely, 85 first class, 143 second,

and 1,128 steerage. The officers and crew mustered 223, representing a total of 1,579 persons. The dimensions of the "Lake Manitoba" are 482 feet in length, 56 feet in breadth, and her moulded depth is 36 feet. She displaces 15,070 tons when loaded; carries 345 tons of water ballast, 12 lifeboats, 700 lifebelts, and 14 lifebuoys, and is of 5,000 horse power.

The "Lake Manitoba," recently purchased by the Canadian Pacific Railway Co. from the firm of Elder, Dempster and Co., is not by any means a fast boat, her speed, in fact, only averaging about twelve knots an hour, and it was rather a surprise and disappointment to a few of the passengers, and especially the limited number on board who were only making a short holiday to the Dominion, to learn soon after the start that she would not be likely to reach her destination in less than eleven or twelve days. "Slow and sure" may fairly be said to be the characteristic feature of this steamboat, for she undoubtedly possesses splendid seaworthy qualities, which have sometimes been severely tested. In October last, for instance, she is reported to have encountered a terrific gale, and although two of her boats were smashed she behaved wonderfully well. She is remarkably steady, and sometimes at night, when the first-class cabin passengers were ensconced in the comfortable berths allotted them, she was so apparently motionless and free from rocking that, except for the almost imperceptible "whirr" of the powerful machinery at work in the depths below, it was difficult to realise that she was still ploughing the blue and white-crested billows of the Atlantic.

The start was not effected until about six o'clock, and when "New Brighton" (towards the estuary of the Mersey) had been reached, the pilot quitted the steamer with a mail bag, containing the last epistles to the relatives and friends of the passengers, who were

quite prepared for the excellent dinner that was served up an hour afterwards in the magnificent dining saloon, brilliantly illuminated with electric light, and affording accommodation for as many as two hundred guests. By the side of each plate was a printed list of saloon passengers, several of whom had already begun to fraternise, and numbered seats, retained by them throughout the voyage, were allotted to them as desired. The menu was quite on an equality, in every respect, with anything that could be expected at a first-class hotel, and it may here be stated that the same remark is applicable to every meal served on board throughout the voyage. Even between meals the creature comforts of the passengers were studied by such delicate attentions as the handing round, at intervals, of coffee, cups of bovril, sandwiches, etc., whilst in other directions, as well, the courtesy and consideration shown by Capt. J. A. Murray and his very efficient staff of officers could not have been exceeded. About bedtime those on board were able to distinguish the somewhat distant lights of Llandudno, North Wales, their next and last view of any portion of the British Isles on Wednesday afternoon being the southern coast of Ireland; and off Queenstown a school of porpoises was seen, together with nearly fifty trawlers, some of which were approached very closely.

Early in the morning of each day, long before the sound of the first bugle which summoned them to every meal, many of the passengers were astir to enjoy a promenade on the spacious upper deck, from which, at intervals, they viewed with much enjoyment the various sports indulged in on the lower decks by the second and steerage passengers, those of the latter being of a varied and entertaining character. Whilst the open-air pastimes of the saloon passengers consisted, for the most part, of deck quoits and "shuttle-board," many of the others amused themselves by skipping, tug-of-

war, football, dancing, and the singing of popular airs and choruses to the accompaniment of almost every conceivable description of musical instrument, including violins, cornets, concertinas, banjos, and even tin whistles. A piper, too, occasionally enlivened the proceedings by playing the bagpipes, when some Scotch people on board found the temptation to indulge in the "Highland Fling" irresistible. The indoor games included chess, cards, and draughts, whilst a well furnished library and a capacious smoking-room were also well patronised.

In striking contrast with the weather on the night of departure, when the sea was beautifully calm, a strong wind and heavy "swell" were experienced on Wednesday night, with the result that there were numerous absentees from the breakfast and other meals throughout the following day in the dining saloon, those "invalids" not making their appearance receiving kindly attention in their own berths. Particularly was this the case with a party of about one hundred young women who were bound to various parts of the Dominion under the auspices of the British Women's Emigration Society, a valuable organisation having for its primary object the assistance and protection of women and children desirous of emigrating to our Colonies. Of 603 young women who last year were sent out by this association, as many as 575 preferred going to various parts of Canada, whither they were accompanied by ladies who very kindly undertook charge of them, and on their arrival saw them drafted off to their respective destinations, after being temporarily located at one or other of the Canadian "homes" established by the association at Quebec, Montreal, etc. The lady having charge of the party above referred to, in her capacity of senior matron, was Miss Turnbull, who narrated to the writer some interesting experiences of former female emigration parties whom she had conducted to Canada as far into

the interior as British Columbia, all of whom were reported to be doing well in the situations procured for them. It is noteworthy, too, that nearly all of them have refunded out of their savings the largest portion, if not the whole, of the sums advanced by the association towards "paying for their voyage and outfits, the members of the executive having first instituted inquiry relative to their antecedents, and satisfied themselves of their respectability and trustworthiness, and their fitness, moreover, for the occupations, chiefly that of domestic servants, they were about to follow. A great deal of discrimination, the writer was informed, is exercised in the selection of the girls comprising these assisted emigration parties. Any who are thought, for instance, to be concerned about whether there are shops in which to "make purchases of veils, gloves, or any other finery," or whether they are granted by their mistresses any "evenings out," are discarded in favour of others who evince a disposition to work, and whose capabilities have been ascertained. Their wages, it was stated, vary, "according to ability, from £20 to £24 a year, paid monthly, for a willing and experienced maid; from £24 to £34 for an experienced parlour-maid, or cook-general, for a small family; and from £34 to £48 a year for a good cook, according to knowledge and neatness." Another party of emigrants on board—about 150 in number—were being conveyed as steerage passengers by the Salvation Army, these being, for the most part, young men in charge of Staff Captain McGregor, who vouchsafed the information that for the past twenty years and upwards he had been principally engaged, in one of the Metropolitan districts, in superintending the work of looking after the homeless and starving outcasts by night, and providing them with temporary shelter and food in one of the "Homes," where as many as a thousand are accommodated in a single night! "Old Mac" (as he is familiarly called in the ranks) presented the writer with

a (sample) "ticket for soup" entitling him when next he visits the Metropolis to a basinful of that commodity, and a participation in other benefits conferred by the Army in one of the night shelters. He frankly admitted that he had been himself formerly one of these "wastrels" and drunkards who had been reclaimed through the Army's instrumentality, and the experiences related by him were profoundly interesting, many of the incidents being of a very pathetic character. That he was greatly devoted to the work in which he was engaged could not be questioned, and that his services were duly appreciated was evidenced by the fact that whilst, personally, he had no desire to abandon the pursuit of his labour of love, even temporarily, he was quite unexpectedly served with a postal notice from headquarters, regarded by him as a command that could not be disobeyed, to take charge of the emigration party. He was furnished with a to-and-fro saloon passenger ticket and other means of travel, the hope having seemingly been entertained that he would be strengthened thereby, and fitted for a still more protracted innings in connection with his congenial employment. Another united party of emigrants on board consisted of ten families from Bristol, who were being sent out under the auspices of the local emigration society in that city. This party will shortly be followed by a still larger one therefrom under the personal conductorship of Mrs. Forster, a lady residing at Clifton, who has more than once previously conducted assisted emigrants to Canada, the local organisation affording them some pecuniary assistance, and being partly instrumental in procuring situations—not at all times very easy of accomplishment—for the bread-winners of those families which include several young children.

The fellow passenger who shared a first-class cabin with the writer, and kindly gave him the option of selecting the lower bunk (being himself much more

agile, and therefore experiencing no difficulty in climbing into his own) was one of several young men on board who, having obtained at his home some practical experience of farming, was joining relatives—in his case an uncle who, about eight years ago, emigrated to Canada, and in the province of Saskatchewan had done so well on a mixed farm of about 800 acres (situate about eight miles from the main line of railway) that, although starting without hardly any capital, he had already accumulated a considerable sum of money. Another young emigrant occupying an adjoining cabin informed the writer that he was going to Winnipeg (where some relatives had preceded him) in the hope of obtaining employment as a surveyor from the Canadian Pacific Railway Company, who are now busily engaged in the construction of branch railways in various directions to act as feeders to their main line. In this connection it may be added that it is estimated, in official quarters, that within the next three years as large a sum will be expended in railway extensions in various parts of the Dominion, and particularly the North-Western territories, as 125 million dollars, or, in round figures, £25,000,000. Other passengers included some tourists who had booked through the entire railway route from Montreal to Vancouver from the Atlantic to the Pacific Coast. One of these happened to be a gentleman from Colchester, identified with the municipality of that borough, who claimed relationship by marriage with one of the best known and respected families in Bridgewater—members, like himself, of the Society of Friends, and who was, apparently, much interested in the information furnished him concerning our local industries, and the Parrett phenomenon known as "the bore." The writer was also pleased to make the acquaintance on board of a lady journalist in Canada, having some family connections in Devonshire, and whose sons, after "roughing it" for a while, are now prosperous wheat growing farmers, also in the province of Saskatchewan.

About noon on each day a record was conspicuously displayed of the distance accomplished by the "Lake Manitoba" during the preceding twenty-four hours, and some fun and mild excitement was occasioned by a sweepstake being organised amongst the passengers, and the drawn tickets being submitted to public auction; the estimated purchasing value being determined by the approximation of the figures thereon to the average of the preceding days. The majority of these, when thus submitted to competition, were disposed of for sums largely in excess of the amount originally paid, the total realised being equally divided between the owners of the shares and the ultimate winners, a small proportion being set aside daily as a contribution to the skipper's subscription box in aid of the Shipwrecked Mariners' Society. Now and then an unexpected squall sent a lot of headgear overboard, and most of the losers, having neglected the precaution of stocking themselves with duplicates, at once repaired to the hairdressing saloon and purchased another cap from the barber, who had a large and varied assortment of them on offer, and who jocularly reminded his customers that "it's an ill-wind that blows nobody any good." Some other losers of caps who had not the misfortune to have bald pates dispensed with any more covering throughout the remainder of the trip, and joined the ranks of what were afterwards known as "the hatless brigade."

Sunday, the 29th, was observed by all on board in a manner that would have pleased the strictest of Sabbatarians. Early celebration in the library and morning service in the dining saloon were conducted by the vicar of Colchester, one of the passengers, and were extremely well attended; whilst at intervals throughout the day Staff Captain McGregor conducted services on the fore and aft decks in the second and steerage departments. Appropriate hymns were sung with much heartiness, some solos were also rendered, and short

addresses were given, amongst others by two or three of the saloon passengers, including the writer, who were pleased, in response to the staff-captain's invitation, to bear testimony to the good work the Salvation Army had accomplished in their respective localities, to wish the Salvationists, "God-speed" in the new undertakings they were about to embark upon in Canada, and to impress upon them the importance of remaining steadfast in their loyalty to their Mother Country, whose King and Queen are shortly expected to accept the invitation tendered them by the Canadian Government to visit the Dominion.

AMONG THE ICEBERGS.

Early on the morning of the seventh day—Tuesday, 1st May, when it was piercingly cold, the thermometer then registering 29 degrees only, a good deal of excitement was occasioned by the joyous announcement, especially to those who were crossing the Atlantic for the first time, that a couple of icebergs were in view. Those who had not yet left their cabins were summoned by their friends and hurried on deck, from which the bergs, one on either side, were distinctly visible. One of them, only about two miles distant, was of the estimated height of one hundred feet; the other, with a flatter surface and nearly submerged, being not less than a mile in length. After breakfast and before luncheon as many as eight more icebergs came prominently into view, three of them almost simultaneously. Most of them had the appearance of being covered with snow, and when, now and then, a gleam of sunshine burst upon them the spectacle was a truly magnificent one, and will not soon be forgotten by any of the privileged onlookers. One of the best of them was passed by the "Lake Manitoba" within half a mile—almost, it was thought by some on

board, perilously near—but it was plainly indicated by a long line of breakers that its extension below the waves was in an opposite direction. Numerous snapshots were taken of this and some of the other 'bergs, and when they were lost to view, especially as it afterwards became foggy—the fog signal having to be sounded, and the speed of the steamer considerably slackened—a fervent hope was expressed that no more would be encountered in the night time, a pardonable wish that was happily realised. Several Canadians and others on board who had made to-and-fro trips admitted that a finer sight of icebergs had never been witnessed by them, particularly in such close proximity. It is also noteworthy that whereas no seagulls had been observed since the Thursday previous, a few now made their appearance, and also some stormy petrels, or "Mother Carey's chickens."

NO VESSEL SEEN FOR A WEEK.

It may seem almost 'incredible to some "land-lubbers" to be informed that from the time a four-masted American vessel laden with grain, and in full sail, was seen off the coast of Ireland no steamer or sailing craft of any description was visible until the following Wednesday, a week afterwards, when the "Lake Manitoba" was passed by one of the Allan line steamers on her way from Halifax. So long an interval is a very unusual one, for it is seldom that more than three or four days elapse before some craft or other becomes visible, if only on the horizon as a distant "spec on the ocean," and the fact mentioned only helps one to realise how vast is its expanse. It was explained, moreover, that the big steamship companies adopt the wholesome and necessary precaution of selecting different routes, and maintaining as respectful a distance as practicable from each other's boats. It might reasonably be thought that having nothing

in view for so many days but the huge waves, which now and then (but only very seldom) broke against the steamer with such force as to send the spray flying over the fore part, compelling many of the passengers to remain below, a feeling of monotony would be created. So far, however, from this being the case, owing to the gradual ripening of the acquaintance with each other, the fraternisation having become very general, the majority of the passengers were agreed that the time was passing away far too rapidly, and began to lament that they would so soon be parted.

DEATH AND BURIAL AT SEA.

A painful incident occurred on board on Wednesday, 2nd May, one of the steerage passengers, a man over sixty years of age, having died on board, about eight o'clock in the morning, and his body being consigned to the deep the same afternoon. The deceased had booked as an emigrant to Canada, and, unfortunately, sustained rather serious injury to his back, occasioned by a fall shortly after boarding the vessel at Liverpool. He was placed in hospital, and, of course, attended to by the doctor, but pneumonia supervened, with a fatal result. The knowledge of this naturally created a painful sensation, and the funeral obsequies, at five o'clock, were witnessed by a large number of the passengers, who remained uncovered throughout the service, which was conducted by the rev. gentleman from Colchester. The body was borne on a stretcher to the side of the vessel, and covered with the Union Jack, and as it was lowered into the water amid the loud wailings of some members of the bereaved family the scene was a very mournful and affecting one, and caused much depression.

INSPECTION OF THE STEAMER.

Towards the completion of the voyage, through the courtesy of Captain Murray, the writer accompanied that gentleman (on his invitation) and the chief steward (Mr. Baxter) on a special tour of inspection throughout the "Lake Manitoba," and this afforded him much gratification. It is only by means of such an inspection that the enormous capacity of the vessel below decks in every department and the adequacy of the arrangements for its effectual lighting and ventilation and the comfort of the passengers, etc., can be realised. The hospitals, stores, kitchens, larders, etc., were all visited in turn, and some of the statistical information furnished by the steward are worth reproduction. There were, for instance, not less than 4,000 rolls of bread baked daily for consumption by the hungry multitude on board, and when the "Lake Manitoba" left Liverpool there was in stock as many as 30,000 lbs. of beef, with proportionate quantities of other meat, 14,000 eggs, 14,000 lbs. of butter, 25 tons of potatoes, 100 dozen cabbages and cauliflowers, 4,700 7 lb. tins of marmalade and other jams, etc., 12,000 lbs. of sugar, about 3,000 lbs. of fresh (besides salted) fish, and 160 barrels of flour.

ON THE OTHER SIDE.

Cape Ray, on the south-western coast of Newfoundland, at the entrance to the Gulf of St. Lawrence, was passed early on Thursday morning, the 3rd inst., many of the passengers being early astir to catch the first glimpse of land on the American side. As it was still extremely cold, no wonder was excited when it was seen that the hills were covered with snow. Some time after Newfoundland (near which was seen several trawlers employed in the cod fishery) had been distanced and lost to view it was reported that a pack of

field or floating ice was visible ahead, and to keep clear of it the course of the vessel had to be materially altered. It proved to be of larger dimensions than anticipated, being several hundred acres in extent, and with the aid of glasses two or three seals could be seen disporting upon it. A few miles farther on another field of floating ice was encountered, and the steamer cut its way through the thin fringe of it.

The wish having been expressed by some of the saloon passengers that a whale would make its appearance, suggested to one or two practical jokers a means of indulging in a bit of fun at their expense. It was no sooner whispered on the promenade deck, largely resorted to each day for a brisk walk to and fro to "maintain the circulation"—which the writer was hopeful was being done at home in his absence—that one of these leviathan monsters of the deep was to be seen in front, than several hurried to the gangway in the fore-part, where the best look out was obtainable. Here, conspicuously written in chalk on the floor, were the words "The Wail!" The peals of laughter which resounded at the chagrin this occasioned to the first batch of arrivals and the exclamation, "It's only a sell," proved a warning to others. A rumour was speedily in circulation, however, amongst the second and steerage passengers that something "very like a whale" was observable ahead, and in those departments there was a still greater rush to prominent positions, and the declaration of some who brought glasses into requisition that they could "see it spouting" only tended to embitter the disappointment and vexation when the origin of the rumour became known.

One evening the saloon dining-room was set apart for a lecture by Staff-Capt. McGregor, who had established himself as a great favourite on board, and who afforded his audience a good deal of enlightenment concerning the department of the Salvation Army's social work, in

which he is more particularly engaged, a handsome collection being made at the close; whilst on the two subsequent evenings the fund of the Montreal Sailors' Institute was benefited in a similar way after capital evening concerts in the first and second class dining saloons respectively.

Early on Friday, 4th May, the mainland of the great Canadian Dominion was first sighted at Cape Gaspe. For several miles before entering the river (as distinguished from the Gulf) of St. Lawrence the shore was seen to be dotted here and there with some small fishing hamlets, but afterwards, when within the Province of Quebec, a few populous towns were brought into view. Long before this, the thermometer had risen considerably, and bright and warm sunshine prevailed, the day proving a most glorious one. In the afternoon the "Lake Manitoba" was passed by the "Parisian" (carrying the mails to England), one of the Allan-Company's steamboats, which was sunk last December in Halifax harbour by the "Albania," all the passengers, however, being saved, and afterwards successfully raised and repaired.

About six o'clock on Friday evening the steamer arrived off Rimouski, where she was boarded by the pilot, who took charge of her until her arrival at Quebec. At 5.30 on the following morning, at a wide stretch of the river, she was again stopped opposite the quarantine station of Belle Isle, where the port medical officer came on board ostensibly for the purpose of examining all the emigrants, in accordance with the sanitary regulations, but this he did in a very perfunctory manner, occupying but very little time. This took place in view of the ill-fated Allan liner "Bavarian," which last year went ashore upon some rocks in a snowstorm, every attempt to get her off proving ineffectual. Singularly enough, in the previous day's edition of the Quebec "Herald," which the pilot brought on board, it was definitely announced that all hope of

saving this splendid vessel had been abandoned, her rudder having been cut away by the ice, and she had, therefore, been "surrendered to the underwriters." After obtaining a distant view from on board of the famous Montmorency Falls, which had been visited only the day previous by Prince Arthur, Quebec was safely reached at about eleven o'clock on Saturday morning, the 5th inst.

QUEBEC.

No Britisher could view the disembarkation at Quebec of the 1,100 odd steerage passengers, comprising so large a proportion of lusty young fellows who were seeking a new home in Canada, with the knowledge that throughout the Spring and Summer an immigration of this sort takes place twice or thrice a week, without grave concern and anxiety. Whilst several remained on the landing stage seemingly uncertain what to do and where to go, and waiting, apparently, to interview some officials and obtain from them information and advice, the bulk of them appeared to be young men who had determined to engage in farming pursuits in one or other of the north-western provinces, and their luggage, already labelled, was piled up into railway trucks close alongside for conveyance by a fast train to Winnipeg and other distant stations beyond. Many others were, it was stated, bound for Toronto and other parts of Ontario. An intimation was given the saloon passengers that they would be enabled to spend several hours ashore before the "Lake Manitoba" proceeded to Montreal. Advantage was taken of this, after a few of them had despatched cable messages (at a shilling per word) announcing their safe arrival, to make a tour of inspection, with the aid of street cars and otherwise, of the historic city, which possesses many features of considerable public interest, and contains 70,000 inhabitants. Amongst other places visited

by them were the great citadel and fortifications, close to which was viewed a monument to General Wolfe, and the palatial Chateau Frontenac, a magnificent structure erected by the Canadian Pacific Company at a cost of considerably over a million dollars. After partaking of lunch at this establishment (undoubtedly the finest of the kind throughout Canada) and enjoying the splendid panoramic view obtainable from the terrace in front of it, quite on the verge of a cliff, the party returned on board, the steamer resuming her trip, after being considerably lightened of passengers and cargo, about five o'clock.

MONTREAL.

Montreal, the final destination, was reached on Sunday afternoon, the 6th inst., and farewell greetings were exchanged between the writer and several of his newly-formed acquaintances, including Mr. R. A. Read, a journalist, of Montreal, to whom he was indebted for much useful information and several introductions. Soon after they landed, the passengers' luggage was examined by the Custom House authorities, but not very carefully, and the writer's assurance that the cigars found in one of his portmanteaus were only for his personal use proved satisfactory. Montreal, with a population of nearly 400,000 (considerably more than one-half of its inhabitants speaking French, as at Quebec), ranks as the commercial metropolis of Canada, and has many costly and handsome buildings. These include St. James's Cathedral (a reproduction of St. Peter's at Rome on a reduced scale) and the Roman Catholic church of Notre Dame, where vespers were being held when it was visited, and which is capable of seating as many as 20,000 persons. One of the most attractive features of Montreal is what is known as Mount Royal, and a drive of several miles around it proved very enjoyable, whilst from the summit, ap-

proached by a cliff railway—similar, in some respects, but a much longer and even steeper one, to that at Lynmouth—the panoramic view of the city and surrounding country is a delightful one. An extensive plateau, at a high elevation, known as “Mountain Park,” and described as “one of the most unique pleasure grounds in the world,” is very much resorted to in the Summer season, and on the Sunday afternoon in question many hundreds of persons were witnessing a base-ball competition then in progress.

TORONTO.

One of the famous sleeping cars of the Canadian Pacific Railway Company was requisitioned for the next stage of the journey, from Montreal to Toronto—a distance of 338 miles—which occupied from 10 p.m. until 7.30 a.m. These cars are fitted up very luxuriously, and the one in which the writer travelled (at an extra cost for the “sleeper” of two dollars) was under the conductorship of a well-informed and very intelligent “darkie.” Whilst in bed in the early morn the glorious Canadian sunrise visible was truly magnificent, and a capital view was obtained from the carriage window of the orchards (many of the trees just beginning to blossom) and also the scattered homesteads, nearly all of which are entirely constructed of wood. The same remark is applicable to many of the smaller villa residences, which are very prettily designed, nearly all of them having ornamental verandahs. Toronto is the chief city of the Province of Ontario, and is the most progressive throughout the whole of the Dominion. Its public buildings, shops, etc., and the numberless street cars indicate great prosperity. One particularly noticeable feature in this and other Canadian cities is the large number of places of worship and extensive buildings devoted to charitable and philanthropic objects, and a corresponding reduction,

as compared with those in England, of public-houses, or "taverns," as they are termed, where no barmaids are employed, and from which the fair sex are entirely excluded, whilst in the drinking bars no seats are provided for the customers, who are not expected to linger there, a condition of things that temperance reformers at home will be almost inclined to envy. The "Walker House" hotel, where the writer established his headquarters, is a very commodious building, in which 250 beds are made up, and is adjacent to the site of the great conflagration of two or three years ago. It would naturally be thought that in such a "go-ahead" place as Toronto the ruins would long since have given place to new buildings, instead of which the devastated area (nearly eight acres in extent, the estimated damage amounting to ten million dollars) remains in much the same condition as on the morning succeeding the fire. This, it was explained, is owing principally to the complicated character of litigation between the former owners, the municipal authorities and the Grand Trunk Railway Company, which is now, however, on the point of settlement. A roaring trade is done with the street cars, notwithstanding that five cents are charged for even the shortest distance, although transfer tickets are obtainable for the completion of longer drives, in the same direction, if desired. Canadian humour is displayed in the printed regulations of these cars, one of which reads as follows: "Ladies who wish to attract the attention of the conductor are not expected to punch him in the ribs with their umbrellas." The "smartness" of some of the local press writers is abundantly manifest, and news items of very little importance are given prominence to under very conspicuous and sensational headlines. As an illustration of this it may be mentioned that in the "Toronto Telegraph" published on the evening of the writer's arrival, under five such headlines, commencing with "One snowflake per

yard," appeared the following: "Beginning at eleven minutes and twenty-two seconds after eight o'clock snow fell in Toronto this morning for one minute and thirty-two seconds. As much as one flake to the square yard must have found its way to earth. It was a wondrous sight, and for a brief spell it was feared that the water carts would have to be relegated to Winter quarters." Whereas in Montreal and Quebec one half of the newspapers are printed in French, in Toronto all are printed in English; where hardly anything else is spoken. A large number of Chinese are employed in the public laundries, and are said to do the work required there remarkably well. Many of the shops are very handsome, the largest of the city establishments being that of Eaton and Co., whose "bazaar" resembles that of Whiteley's in London, whilst perhaps one of the most attractive is that of Ambrose Kent and Sons, wholesale diamond merchants, jewellers, etc. This firm constantly employs more than a hundred workpeople, including several young ladies, in the more delicate processes of manufacture, which the writer was afforded the opportunity of witnessing through the courtesy of the senior partner, who was a fellow passenger from England. Many of the Canadian souvenirs produced by Kent and Son are of exquisite workmanship, and the firm (which resembles that of Benson on Ludgate-hill) has no fewer than about two thousand dies representing their own designs. A kindly worded letter of introduction from Major Gratwicke, president of the Institute of Journalists, proved an "open sesame" amongst Canadian pressmen, several of whom were interviewed by the writer, including Mr. McKay, business manager of the "Globe," who the next day sent him a pass for a to and fro trip to Niagara. During the interview with him a cablegram was received from Edinburgh announcing the death of the widow of the founder of the "Globe" (the recognised leading journal in Toronto), who was himself assassinated by one of his

employees. The next day the writer accepted an invitation to lunch at the Trinity College University with the Rev. Dr. (Professor) W. Clark, whom he sat with at the head table with other professors, being the only ungowned individual present. The Rev. Dr. Clark, who is the Senior Teaching Professor at the college, will be remembered by many readers of this journal as a former vicar of St. Mary's, Taunton. He is immensely popular throughout Toronto, and at the college itself his popularity was testified to by the presentation, about two years ago, of his framed portrait in oils, which now occupies a very honoured position on the chapel walls, in company with those of other eminent men. The portrait (of the estimated value of 200 guineas) was the workmanship of the celebrated artist, Mr. E. Wyly Grier, and is not only life-size, but strikingly life-like, the worthy Professor being taken in his scarlet robes of office. The picture was unveiled by Mr. Osler, brother of the well-known Professor at Oxford, and among those who assembled to do honour to the recipient on the occasion was Professor Goldwin Smith, described by Dr. Clark as "a very distinguished man at Oxford University, and the first man in Canada." After retirement to his own room, where pleasant reminiscences were indulged in, Dr. Clark presented the writer with a capital photo of himself and showed him also a splendid portrait of his new partner in life (his third wife) to whom he was married only two months previously by the Bishop of Toronto. It will interest the numerous "home" friends of Dr. Clark to learn that one of his daughters was married to a peer of the realm, Lord Petre, and that the Duke of Norfolk was godfather to one of their children; and also that another daughter was married to Mr. Harry de Windt, the well-known famous explorer. The writer had also the pleasure of spending the following Saturday evening with the Professor and Mrs. Clark by invitation, at their residence, and the former

is certainly to be congratulated (as he has been most cordially by all his friends in the University and throughout the city) on his good fortune in being thus united with a lady (connected with an old and esteemed Somerset family—the Pattons) of so much charm and vivacity. Through the kind introduction of Dr. Clark the writer was also privileged, on the following day, to interview Professor Goldwin Smith at his beautiful residence known as "The Grange," and discuss with him at some length the important subject of emigration, which the learned gentleman felt strongly required to be very carefully dealt with, some radical reforms being needed in connection with it. He intimated that he had recently made representations to the Dominion Government on the subject, particularly with regard to the necessity of excluding "undesirables," who were considered unfitted for the work required of them in Canada, and it is noteworthy that during the same week the subject was debated in Parliament at Ottawa. This, he remarked, applied not only to English emigrants, but to many coming to Canada from "the States," and from information afterwards gleaned on this point it was ascertained that last year between 40,000 and 50,000 in all came from England, and almost an equal number from the United States, many of the latter being specially welcomed for the reason that for the most part they are possessed of capital, which is invested in the purchase of land, which they forthwith proceed to cultivate. Mr. Goldwin Smith (who is regarded as a great authority on questions of this kind) also recognised that it is a misfortune for England to lose so many of its young men, especially from the point of view that a large proportion of parents of the poorer class are thus deprived of support when advanced in years, and become chargeable to the Union. One of the best agencies in Toronto for obtaining employment is through the instrumentality of the Salvation Army,

at whose headquarters Brigadier Howell and a staff of clerks were found busily engaged in dealing with applications not only from those connected with the organisation but many other emigrants who had experienced difficulty in procuring situations elsewhere. The Brigadier showed the writer (in whose presence some of the applications last referred to were dealt with) the registers kept at this office, and informed him that whilst in 1904 about a thousand persons were employed by means of this agency, last year the number exceeded five thousand, and a like number have already been found various situations (for the most part in the Province of Ontario) during the present year, the expectation being that before the Summer is ended, as the emigration is increasing so largely, the number will be doubled. In the majority of cases the Salvation Army pay the fares of emigrants to their various destinations, and are assisted in doing so by a grant from the Dominion Government. The greatest difficulty, he said, was experienced in finding suitable places for married couples with families, and his recommendation was that married men not exceeding forty years of age—for it is undesirable that any beyond that age should come to Canada—should first cross the Atlantic by themselves, sending for their wives and families after they get settled, and have saved some money. The writer was made to feel quite at home soon after his arrival at Toronto by meeting there some former acquaintances, including Mr. F. A. Acland (a native of Bridgwater, where, many years ago, he was associated with the printing business of Whitby and Son), who is now the city editor of the Toronto "Globe," and with whom he dined at his residence, and spent a pleasant evening; a young man named Shute, of Wembdon, who left Bridgwater with the last batch of emigrants, and found lucrative employment as a picture frame maker (his former occupation) in a large factory the second day after his arrival in the city;

and last, but not least, Dr. Ham, formerly of Taunton, who about eight years ago left that town for Canada on receiving the valuable and lucrative appointment of organist of St. James's Cathedral in Toronto, where he is greatly esteemed, and has since received other appointments in connection with the Universities, etc. St. James's Cathedral is a fine structure, and it was visited on the 9th September, 1866, by his Majesty King Edward, whose signature in the visitors' book is followed by those of Prince George on October 11, 1901, Prince Arthur on the 23rd April, 1906, and the Archbishop of Canterbury. After attending Divine service at this cathedral on the Sunday before his departure from Toronto, occupying a seat in the family pew, the writer dined with Dr. Ham at his residence, where he met two sons of Mr. Paull, solicitor, of Taunton, who recently came to Toronto, and also (by special appointment) Mr. F. G. Morley, Secretary to the Board of Trade, who, in July next, will come to England as one of the Toronto delegates to attend the sixth Congress of the Chambers of Commerce of the Empire, the last congress having been held at Montreal in 1903, when it was attended by numerous British delegates. Mr. Morley annually compiles for the Toronto Board of Trade a comprehensive report, a copy of which he presented to the writer, copies of it being forwarded every year to the leading Boards of Trade and Chambers of Commerce throughout the world. A long and interesting conversation with Mr. Morley respecting the emigration question, and also the equally important subject of the Imperial unification of the Empire, elicited the information that he was one of the supporters of a resolution unanimously adopted by the Toronto Board of Trade in the following terms: "That in the opinion of this meeting the bonds of the British Empire would be materially strengthened, and the union of the various parts of his Majesty's dominions greatly consolidated, by the adoption of a commercial policy

such as was outlined by the Right Hon. Joseph Chamberlain at Glasgow, and that the Board of Trade supports that policy." President J. F. Ellis says in a footnote appended to the report: "The opponents of imperial union have endeavoured to convey the impression in Britain that the people of Canada are lukewarm in respect of Mr. Chamberlain's proposal. This is far removed from the facts, and I have no hesitation in affirming that if a comprehensive tariff were arranged this country would be among the first to approve of it." The Secretary of State afterwards invited the writer to his own residence, introducing him to Mrs. Morley and subsequently accompanying him to his own hotel, showing him various places of interest en route. Another resident of Toronto from whom the writer received much kindness (and to whom he had presented a letter of introduction from Mr. Read, of Montreal) was the Rev. George Orman, rector of Emanuel church, in whose company he visited the City Hall and Parliament House, ascending, by an elevator, to the roof of the last-named building, whence a magnificent view is obtainable of the city and its surroundings, and from which is visible on a clear day the spray from the Niagara Falls, sixty miles distant. The local Parliament had completed its session the night previously, and every department of the "House," including the picture galleries and the library, was visited in turn, and their principal features explained by an attendant. Just before leaving Toronto the writer heard of the whereabouts there (but too late to hunt him up) of Mr. John Keir, son of a former journalist of Bridgwater, and afterwards, for some years, manager of the "Devon and Somerset Weekly News," belonging to the proprietors of this journal. Mr. John Keir is now what is known as, "Associate Editor" of the "Railway and Marine World," published at Toronto. This paper, with the staff of which he has

been connected for the past six years, is the recognised Canadian authority on transportation matters, the editor and publisher being Mr. Acton Burrows, a native of Bosbury, Herefordshire, and the first Deputy Minister of Agriculture of Manitoba; and it may be added that Mr. Keir's name has been mentioned in the Toronto Press in connection with the secretaryship of the Railway and Municipal Board to be organised under the authority of the Ontario Railway Act, 1906.

VISIT TO A CANADIAN FARM.

One of the most enjoyable outings experienced was a run by train (in company with M Ambrose Kent and his wife) from Toronto to Oakville, on the way to Hamilton, for a great portion of the distance close alongside the shore of Lake Ontario, and viewing en route numerous pleasant Summer resorts thereon. At the small roadside station Mr. Kent, jun., their son (another fellow passenger from England on the "Lake Manitoba"), was in waiting, by appointment, with his "Gladstone buggy," and after a delightful drive his farm was reached, the dwelling-house more resembling a pretty villa than an agricultural homestead. Mr. Kent's farm is a mixed one, but he is principally a fruit grower, and, it may be added, a very successful one. Fruit growing is carried on very extensively throughout the province of Ontario, and is a very profitable industry. During the drive some fields were pointed out where the growth of what are called "thimble-berries" is cultivated, similar in all respects to the wild blackberry at home. The fruit is of larger size, and said to be of delicious flavour. Mr. Kent is an extensive grower of grapes in the open, the crop of fruit averaging about five tons per acre, and selling, according to the season, at from 50 to 60 dollars per ton. His apple orchards are very extensive, and from one of

these alone he gathered last year 12,000 barrels (each of two bushels and three pecks). Although the last Winter had been an unusually mild one, cold weather had prevailed for a longer period, and in consequence the fruit trees were only now beginning to blossom. It may here be said that it was only a week or two previously that throughout this part of Canada fires, which are kept burning in large furnaces by day and night permanently throughout the Winter in the basement of all dwelling-houses for heating purposes, by means of pipes, were extinguished, the large consumption of coal required for this purpose being a very costly item of household expenditure. Large quantities of raspberries, strawberries, and remarkably fine peaches are also grown in this district and throughout Ontario, and all kinds of vegetables as well. A good deal of the latter is consumed in the cities of Toronto and Buffalo, but most of the apples are sent abroad. As farm labour is so difficult to procure, the most approved machinery is brought into requisition for drilling, manuring the land, and gathering the crops. The horses employed on this farm were in splendid condition, and the owner showed plainly his pride and fondness for them, one two-year-old colt (a very graceful looking creature) having been trained to perform antics which would not have disgraced a first class circus, including that of lifting its foot to be "shaken hands" with not only by its owner, but his youthful son as well.

THE NIAGARA FALLS AND THEIR THREATENED SPOLIATION.

The visit to Niagara Falls from Toronto had been anticipated with much pleasure, and although many others have said that their expectations of them were not fully realised these were certainly not the writer's

own experience. He saw them probably to the greatest advantage, for as the Winter snow had only just melted the volume of water passing over them was greater, perhaps, than at any other season of the year. The route chosen was a delightful trip by the steamboat "Chicora" for about forty miles across Lake Ontario from Toronto to Lewiston (where the United States territory was first entered upon) and thence by electric car, which proceeded for many more miles alongside the rapids and whirlpools. This is known as "the great Gorge route," which is decidedly the most favoured, the passengers being shown en route where Blondin crossed, where Captain Webb sacrificed his life in his vain endeavour to swim through the rapids, and where, not long since, a woman of Niagara was landed alive after passing over the falls in a padded barrel. After descending by an hydraulic lift to the river side, and being clad, as is always customary, in waterproofs (which covered him from head to heel) to protect him from the spray with which he would otherwise have been completely drenched, he boarded the "Maid of the Mist," a staunch little boat that for many years past has been at the disposal of tourists for stemming the roaring and raging current. In this he passed underneath and immediately in front of both the American Fall (with a sheer descent of 167 feet) and Goat Island, enabling him to look up at the great sheet of water pouring over the graceful curve of the Horseshoe Fall as well, the spray being at times perfectly blinding. In the "Maid of the Mist," which approaches the falls as closely as possible consistent with the safety of those on board—and there are thousands of visitors who are afraid to make the venture—one is enabled to cross the river from the American to the Canadian side or vice versa, according to the route selected, and the writer also walked across the suspension bridge from which another view of the falls is obtainable.

"Is Niagara doomed" is a question which has been agitating the public mind in the United States and elsewhere for some time past, and a large number believe, though there are others who ridicule the idea, that the answer is in the affirmative unless steps are speedily taken to put an end to the destruction, for commercial purposes, of what is admittedly America's greatest natural wonder. Ten years ago, when the harnessing of Niagara began, it was stated that the quantity of water withdrawn for industrial purposes would never form more than an infinitesimal fraction of the total volume. Competent engineers have estimated the mean capacity of the falls at five million horse power. There are now in operation, or under construction, on the Canadian side of the river three electrical-power plants—the Canadian Niagara Power Company, the Ontario Power Company, and the Electrical Development Company—with a combined horsepower of about 500,000; and on the American side there are two companies with power plants in existence or under construction with a capacity equal to half the Canadian. If to these figures be added the additional power for which charter rights have been granted an eventual total development is arrived at of over a million horse-power. The Ontario Government has acquired the entire river front of the Canadian boundary—a distance of over thirty miles—and one power company alone has bought two miles of frontage on the Niagara river, with 1,100 acres of adjoining land, all of which is intended to form sites for factories using electrical power. Ontario already receives a minimum rental of £12,000 from the three companies, and will receive an additional revenue of £50,000 a year when the works are in full operation. The progress of the electric power works at the famous Falls, for what is termed by many "the spoliation of Niagara," is naturally being regarded with much interest. At present the principal scene of activity is the stretch of

river bank on the Canadian side. A temporary crib-work cofferdam was first built out into the rapids for a distance of 700 feet. Next, a vast wheel pit (27 feet in width, 421 feet in length, and 138 feet in depth) was blasted out of the solid rock. This vast cavern contains eleven hydraulic turbines, each with a capacity of 13,000 horse-power, connected with the electric generators placed in the power-house at ground level. Then came the construction of the tail-race tunnel, the most wonderful piece of engineering as yet carried out at the Falls. This tunnel, 2,000 feet in length and 25 feet in diameter, was driven in a direct line beneath the bed of the river, 150 feet below its surface, to discharge the spent waters at the base of the perpendicular cliff over which the Horseshoe Falls descend. It was built from the lower end towards the wheel pit, and as it approaches the latter it divides into two branch tail-races. Five of the turbines discharge into one and six into the other, so that it is possible to close down one half of the station for repairs while the other half is still running.

A Niagara legend is to the effect that centuries ago an Indian stood upon the brink of the mighty cataract and predicted that one day the mass of tumbling water would vanish, and in its place would be revealed the bare shelf of rock over which the river has poured for thousands of years. The sapient redskin, if he ever leaves the happy hunting grounds to revisit his old haunts, will surely feel a glow of satisfaction to see that gradually his prophecy is, seemingly, being fulfilled. President Roosevelt has been, it is understood, deluged with letters from all parts of the United States beseeching him to prevent the further destruction of Niagara, and he has expressed the opinion that the United States and the Canadian Governments should assume the joint responsibility of preserving the Falls. An International Waterways Commission is investigating the

matter, and pending the publication of its report it recommends that no further privileges be granted. When the report appears the Americans hope that a treaty for the preservation of the Falls will be concluded with Great Britain. It should be added, however, that many of the Canadians whom the writer conversed with on the subject repudiated with some scorn even the suggestion that the volume of water pouring over the Falls on the Canadian side can, at any time, be so appreciably lessened as to render the spectacle one of a mere ordinary character. Some amount of jealousy undoubtedly prevails between the Americans and the Canadians, and it was even suggested that the former are setting this agitation on foot because the Canadians seem likely, by means of the diversion of the water, and its adaptability for commercial purposes, to make a good deal more capital out of their proposed undertakings than themselves. It is true that both with the Americans and Canadians "the almighty dollar" seems to be the first consideration, and in the train, the street car, and even the dining-room of every hotel visited the most effectual means of accumulating the dollars is certainly the most prevailing topic of conversation.

BUFFALO.

Thirty miles beyond the Niagara Falls (on the American side or United States territory) is Buffalo, the largest city on the great lakes except Chicago, and this was next visited from Niagara on an electric car. In the main thoroughfares the shop fronts were found to be more attractive and the roadways in better condition than in some of the Canadian cities, where necessary repairs are not so well looked after as they should be. The public buildings are very fine, and the bustle and activity everywhere manifest denoted much prosperity. One of the taverns visited, as recom-

mended, is named "The Golden Dollar," the flooring and counter, etc., in the handsome front bar having a large number of specimens of gold coinage affixed to them. The "Iroquois" and the "Lenox" hotels in Buffalo are both magnificent buildings, and in the boastful language of the Yankee-the proprietors of the latter assert that "travel all around the world, and you will find no more charming location of surroundings." Buffalo, at the last census, had a population of 352,387, and this is said to be increasing at the rate of about ten thousand a year.

OTTAWA.

INTERVIEW WITH THE PRIME MINISTER (SIR W. LAURIER).

Leaving Toronto at ten p.m. for Ottawa by the night express (in another of Pullman's sleeping cars) the metropolitan city of Canada, where the headquarters of the Dominion Government are established, was reached about 6.30 a.m. Most of the passengers remained in the train to complete their toilette (for which every accommodation is provided) before alighting therefrom to enter upon their various business or pleasurable pursuits. "Russell House" hotel was reached in good time for breakfast, and no time was lost afterwards in making use of some introductory cards which the writer had been favoured with. Although he did not requisition the whole of these, he soon found himself in the position of the gay Lothario who had more than one lady-love, and thought how happy he could be with either "were th' other dear charmer away," for within a short time three or four Press colleagues, from the offices of the "Free Press," the "Citizen," and "Journal," and some others, were besieging him with their kind attentions, and introducing him to some "big

guns," including Senator Kerr, a member of the Upper House (or House of Lords), Colonel Samuel Hughes, M.P. for Victoria, and Mr. W. Mackenzie King, Deputy Minister of Labour. He was afterwards accompanied to the House of Parliament (a magnificent pile of buildings), where he was introduced to the Private Secretary of Sir Wilfrid Laurier, a gentleman who stated that he was, like the writer himself, a Devonian by birth, having been born near Plymouth. This gentleman informed him that Sir Wilfrid Laurier was in the adjoining room (the Conference chamber) and would, he was sure, be pleased to accord him an interview. The private secretary thereupon carried in his card, and the next moment the Editor of the "Bridgwater Mercury" had the distinguished honour of shaking hands with the popular Prime Minister of Canada, who received him most courteously and cordially, expressing the hope that he was enjoying, and would continue to do so, his holiday trip to the Dominion, and inviting an expression of his opinion relative to the impressions he had formed of the comparatively small portion of it he had seen, at the same time remarking that he could have but little conception of it unless he went "through the Rockies," and saw the large tract of country devoted to grain cultivation. As the impressions of the writer were so far very favourable, he had no hesitation, of course, in saying so, but he also ventured to suggest that possibly there could be adopted with advantage some improved method of registration, etc., in connection with the emigration movement on both sides of the Atlantic, mentioning, by way of illustration, the experience he had already acquired by personal observation. Sir Wilfrid expressed a hope that the instances were very few in number in which the "right sort" of immigrants experienced difficulty in obtaining employment, but intimated that the subject was constantly engaging the attention of Parliament, and that whilst farm hands and domestic servants were

welcomed, and situations could very readily be obtained by any number of them, the agents employed by the Government were strictly enjoined to discourage the emigration from Great Britain or elsewhere of what may be termed "undesirables," and especially professional men and others who were unaccustomed to much manual labour. He remarked, too, that intending emigrants would do well, before securing their tickets, to obtain reliable information, which was always available, either directly from headquarters, or from the latter through the medium of local agents, concerning their prospects after landing in Canada, having regard to the nature of their respective occupations. Sir Wilfrid concluded by wishing the writer a safe and enjoyable homeward voyage in the "Empress," and was pleased to learn that he had arranged to visit "the House" during its evening deliberations. A welcome was afterwards accorded him in the Press Gallery by his colleagues, who furnished him with a chart on which was indicated the seats assigned to every member, with their names attached, each of them being supplied with a small desk. The agenda papers were printed both in English and French. The accommodation for strangers is considerably greater than that afforded in the British House of Commons.

On the following day (accompanied by the Rev. C. Naters of Colchester, one of his fellow passengers on board the "Lake Manitoba," and who intended lecturing on Canada on his return to England) the writer visited Aylmer, a delightful seaside resort nine miles distant (travelling by electric railway), and afterwards the Chaudiere Falls, a very pretty sight, in close proximity to which is an immense timber sawing factory, the huge logs dealt with being floated down the river from some hundreds of miles above, and the motive power employed being diverted from the Falls, as at Niagara.

THE RETURN TO MONTREAL, QUEBEC, &c.

The journey by rail from Ottawa to Montreal (a distance of 116 miles) was through a very interesting country, and was rendered all the more enjoyable by reason of the first class passengers' comfort being so well studied by the provision of arm chairs and pillows, the distribution of the morning papers and other literature, and also (the weather being very warm) the offer of a drink of water just drawn from famous springs in the vicinity of railway stations, at which the train made stoppages, extras for which they were each charged the modest sum of ten cents. During one part of the journey men were seen employed in cutting down timber in adjoining plantations, the clearances being effected for farm cultivation, etc.; in another part a lake on either side was found to be dotted with small islets on which were some charming summer houses; twenty miles from Montreal a large agricultural school, the gift of Sir William Macdonald, was in course of erection; and the shore of Lake St. Louis (a widening of the Ottawa river) was also passed very closely.

At the Queen's Hotel at Montreal (the inhabitants of which are never tired of reminding one that it is the "premier city" in the Dominion, being the most wealthy as well as the most populous) some gentlemen were met with who intended returning to England by the "Empress" on the following Saturday, and they were equally disappointed with the writer on finding that they were deprived of the anticipated pleasure of a run down the Lachine Rapids (said to be a very novel and exhilarating experience), the steamer employed for the purpose not yet having started. He had therefore to be content with a second visit to the summit of Mount Stuart (the height of the incline railway from its base being over 500 feet); a call at the "Daily Witness" office, where he interviewed Mr.

Gordon Smith, the city editor, to whom he presented a card of introduction; and a visit to some of the most notable buildings, including St. James's Cathedral. In the evening Karn Hall was visited, the great attraction to it being an exhibition of what was described as "the first and only living pictures taken on the spot by the Edison Company" of the great San Francisco catastrophe. It was certainly no exaggeration to state that this exhibition (nightly drawing a crowded audience) was "thrillingly realistic, and strikingly sensational."

Early on the following morning another journey by rail of 172 miles was undertaken from Montreal to Quebec, the Canadian Pacific Railway skirting for many miles the river of St. Lawrence, up which the writer had been conveyed a fortnight previously by the "Lake Manitoba." Numerous fishing villages were passed en route, and in other parts the scenery was very wild and picturesque. One short stoppage was made for refreshment at "Three Rivers," near which are the Shawinigan and Grand Mere Falls, the former being a fine rush of water down a slope 160 feet high. The same train brought from various parts of the Dominion to the magnificent Chateau Frontenac several other passengers who had secured berths in the "Empress," and in the dining saloon the same evening the pleasurable anticipations of the forthcoming voyage was a fruitful topic of conversation. Professor Clark, of Toronto, had kindly furnished the writer with a card of introduction to the Bishop of Quebec, but Bishop Dunn was found to have left Canada for a short visit to "the old country." He was, however, very kindly received instead by Dean Williams, who described some of the principal features of interest in the Cathedral. He informed him that it was consecrated in 1804, and that two years ago a memorial centenary service was taken part in by the Archbishop of Canterbury, who happened at that time to be in the Dominion. Among

other objects of interest in the Cathedral are the old historic colours of the 68th Regiment, which were deposited in it for safe keeping when Prince Arthur presented the regiment then in garrison in Quebec with a set of new colours, and the Governor's pew, in which have worshipped at various times not only the British Viceroys of Canada, but various members of the Royal Family of England. A heavy and unexpected thunderstorm later in the day was experienced at Quebec, and from the commodious terrace fronting the "Chateau Frontenac" the extremely vivid forked and sheet lightning was a spectacle of marvellous grandeur. Early the following morning a visit was paid to the celebrated Montmorency Falls, the distance of nine miles being covered by electric car and railway respectively. The Falls are situate just beyond a quaint old straggling and picturesque village, inhabited mostly by French, known as Beaufort. The cataract, which is said to be 100 feet higher than either of those at Niagara, has a fall of over 275 feet, descending from Montmorency river and plunging into the St. Lawrence. To view it from below the visitor has to descend, by means of a "zig-zag" flight of wooden steps, to the beach underneath the avalanche of waters, whilst to gaze at it from the top he has to ascend an elevator to a plateau whereon is Kent House, a pretty residence once occupied by the Duke of Kent, father of her late Majesty Queen Victoria, while he was stationed at Quebec with his regiment, and which commands a splendid prospect of the Isle of Orleans. Colonel J. W. Baker, the present caretaker at Kent House, escorted the writer through a portion of the historic building and the adjoining park, where there is a small "zoo" or menagerie of Canadian big game, the collection of live animals (well worth inspection) including some buffalo, bears, white-tailed deer, moose, foxes, and large birds of beautiful plumage.

RETURN VOYAGE IN THE "EMPRESS OF BRITAIN."

MORE ICEBERGS, A DERELICT, & THE MARCONI SYSTEM.

The newly built twin-screw steamer "Empress of Britain," being too large a boat to navigate the river St. Lawrence so far up as Montreal, started from Quebec for the homeward trip on Saturday afternoon, 19th May, with 546 passengers on board, namely, 182 first class, 193 second class, and 171 steerage, the crew consisting of 351, representing a total of 897. The "Empress," which was launched on the Clyde from the yard of the Fairfield Shipbuilding and Engineering Company in November last, having been built at a cost of about £350,000, for the Canadian Pacific Railway Company, has been fully described in the dailies and illustrated in the weeklies on both sides of the Atlantic, and is admitted to be without exception the most handsomely fitted up passenger steamboat afloat. Her registered tonnage is 14,500 tons, and her dimensions are—length, 550 feet; breadth, 65 feet; and depth, to the upper deck, 40 feet. It is interesting to note that a walk seven times round the upper promenade deck represents a mile. The accommodation for passengers includes magnificently furnished dining saloons, smoking-rooms, libraries, and music-rooms. The first class cabins (the writer had the exceeding good fortune of having allotted to him the exclusive use of one of the best of these in immediate proximity to the entrance of the dining saloon) are models of comfort and convenience, whilst the accommodation and comfort afforded to the second and third class passengers are admittedly such as those which first class passengers of recent years would have sought in vain. The day

before her departure from Quebec the "Empress" was visited by a large number of prominent representative men, including several leading journalists from Canadian and United States cities, who were very hospitably entertained by the owners. In her outward maiden trip from Liverpool, from which she started on the 5th May, the distance of 2,800 miles to Quebec (by the North of Ireland route, which is less by thirty miles than by the southern route) was accomplished in six days and a half, representing an average speed of 17 knots per hour, the weather being unfavourable. A large crowd of persons assembled to witness her first departure from Quebec at about four p.m., and at noon the next day, when in the Gulf of St. Lawrence, she was registered as having covered in the twenty hours a distance of 344 miles. The writer was glad when coming on board to find in the letter rack some news from home, including a copy of the "Somerset County Gazette" of May 5th, and as this contained the latest intelligence from the old country its columns were perused at their leisure during the voyage by many of his fellow passengers in the smoking-room with much interest. On Monday morning a Marconi news message was received and posted up announcing a large forest fire at Michigan, the refusal by the Czar to receive the Duma's address, and the result of the French elections. On Tuesday, when the coast of Newfoundland had been left nearly a hundred miles behind, two icebergs were observed; one about a mile and half distant, and the other (a much larger one) being clearly visible at a distance of about five miles. Several snapshots were taken of the former, and one also of a gentleman on board (a widower) from the South-Eastern part of England whilst in the act of wheeling a baby in a perambulator. This same gentleman, whose witticisms proved very entertaining to those who had the privilege of making his acquaintance, conceived the idea, whilst in the "States" territory, for a bit of fun, of being snap-

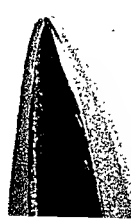
shot side by side (by a preconcerted arrangement with the photographer) with a negress, one who had been selected by the thickness of her lips and the broadness of her grin, the photo being sent home to his friends labelled "My Dinah and I!" The announcement was made on the third day that the steerage passengers had received an addition to their number in the shape of a newly born infant, and the birth having occurred in mid-ocean the query was debated as to whether the child would hereafter rightfully proclaim himself an Englishman or a Canadian, one suggestion being that he may with truthfulness, when solicited for the information, affirm that he was "half and half!" On Monday evening Captain Stewart, of the "Empress," was warned by a Marconi message received from the "Caledonian," steaming westward, to keep a look out for a derelict, and this was seen and passed rather closely about five o'clock (fortunately after daylight) on the following morning before any of the passengers were on deck. The writer was permitted to see the log entry respecting this, and it was recorded that at the time named, whilst "a strong breeze" was blowing accompanied with a "head-sea," a derelict was observed consisting of "a wooden ship, about 900 tons, in ballast with only her lower foremast, stay sail and jib standing," and that she was made out to be the "Trio, of Tonsberg." On further inquiry, it was ascertained that no signal of distress was flying, and that those on the look out were perfectly satisfied there was no one on board, the supposition being that the crew of the "Trio" had either taken to their boat or had been rescued by another vessel. * Later the same day the writer was favoured with an interview by Mr. T. F. Cawthorn, the operator of the Marconi system on board, who kindly gave him a detailed description of the apparatus of which he was in charge, and an illustration of the *modus operandi*. He informed him that the longest distance a Marconi

message had been received from or transmitted to is 2,200 miles, and mentioned that when warned by the "Caledonian" (going west from Glasgow) the night previous of the proximity of the derelict above referred to the distance between the two steamboats was 130 miles; also that in return he (the operator) informed those on board the "Caledonian" of the latitude where the icebergs were seen westward on the day previous so that a lookout should be kept to avoid contact with them. Mr. Cawthorn also kindly permitted the writer to copy messages (not previously made public) that on the outward maiden voyage of the "Empress" were transmitted between her and the "Virginian," the latter having on board H.R.H. Prince Arthur on his return trip to England. Sir Thomas Shaughnessy, president of the Canadian Pacific Railway Company, the owners of the "Empress," were on board the latter, and when at a distance of 170 miles from the "Virginian" on the 11th May (the latter at that time having only steamed about 100 miles from Quebec) that gentleman transmitted to his Royal Highness the following message: "Passengers, officers and crew of 'Empress of Britain' wish you bon voyage, and a longer visit to Canada shortly.—Shaughnessy" To this his Royal Highness replied as follows (the message being received in less than half an hour): "Best thanks to Sir Thomas Shaughnessy, passengers, officers and crew of the 'Empress of Britain' for kind wishes. Am so sorry had not opportunity of thanking you personally for all kindness, hospitality, and attention shown me whilst on Canadian Pacific Railway. My present visit makes me much hope to re-visit Canada." Subsequently the writer, accompanied by his two fellow passengers from Colchester, was afforded the opportunity of going below and inspecting (under the guidance of some of the officials) the engine-rooms and sets of machinery in motion, together with the extensive precautions that are adopted to ensure the safety of the passengers, including a double

bottom, watertight bulkheads, etc. It was explained that the steam pressure in the boilers was 220 lbs. to the square inch, and that the engines are of quadruple expansion, a distinct set driving each of the twin propellers. The writer responded to the invitation to act as stoker, and being complimented on the way in which he succeeded in throwing half a shovelful of coal into one of the roaring furnaces at the risk of being almost roasted alive he did not begrudge the customary gratuity expected from passengers who are thus privileged to assist in the work of propelling the "Empress" across the Atlantic. The average consumption of coal on board, it may here be stated, is from 160 to 180 tons daily. The Scotch coal shipped on board was not, it transpired, all of the best quality, and this, combined with a strike on the part of the stokers shortly before leaving Quebec, resulting in nearly a score of them being left behind, partly accounted for the inability to establish something like a record, as had been hoped for, in connection with the speed of the homeward voyage. The delay, however, was attributable chiefly to the prevalence of a strong head wind the greater part of the time, to rather dense fogs, and also some squally weather experienced, especially on Wednesday night and Thursday. Those passengers who had not crossed previously were then afforded a good example of what is meant by an Atlantic "swell," and although the "Empress" behaved splendidly, and rolled and pitched but very slightly indeed in comparison, it is understood, with other large steamboats under similar conditions, the dining saloon, at breakfast, luncheon, and dinner time presented a very deserted appearance on the last-named day, the requirements of the absentees being attended to by the obliging stewards and stewardesses in their own cabins. In making her first trip to Liverpool from Glasgow, a distance of 750 miles, the "Empress" made an average run of 18 knots per hour, whilst the 2,800 miles from Liverpool to Quebec,

by the North of Ireland route, were accomplished in six days seventeen hours, representing 17 knots per hour. During the return voyage, however, from Quebec to Liverpool (owing to the adverse conditions above referred to) the speed was reduced to an average of 16.2 knots per hour. Among the saloon passengers on board was Kubelik, the world-renowned violinist (in company with his wife, Countess Czaky-Szell), who was returning from a successful tour throughout the Dominion. His presence on board induced the hope that he would kindly assist at the customary evening concert, and it was, in fact, announced on the programme that he would give a couple of selections. Subsequently, however, it became known that he had succumbed to the fate that had overtaken so many of his fellow voyageurs, and was thereby incapacitated, occasioning much disappointment. The concert on Friday evening was, however, well attended, and the collection on behalf of the Seamen's Institute at Liverpool amounted to £27 odd. Another successful concert was held in the second class saloon the night following, the company at the close singing the National Anthem and "Auld Lang Syne," with the customary observances. It is hardly necessary to add that the meals provided on board the "Empress" were all that could be desired, almost every delicacy, both in and out of season, being included in the menu, and the bugle calls seemed to be sounded in such quick succession that nothing but the appetising effects of a sea voyage upon those passengers who do not suffer from mal de mer emboldened them to enter the dining saloon every time they were thus summoned to it.

Early on Saturday morning the cry of "Land ahoy!" was raised, and Tory Island was soon afterwards easily discernible. The northern coast of Ireland and some islets off Scotland were next approached, although the view of one or two of them was obscured by fog, the prevalence of which was much lamented by all on



board, and especially those in charge of the "Empress," as it, of course, rendered necessary a further slackening of speed. It had been pretty confidently anticipated that Liverpool would be reached on Saturday in time to enable the passengers to have departed therefrom for their respective homes by rail the same evening, and much disappointment was experienced when it became inevitable that this hope must be abandoned, and it was announced that breakfast would be served on board at seven o'clock on Sunday morning. The Isle of Man, although passed very closely, could not be seen because of the fog, and very slow progress was made towards the Mersey, which was reached late at night. The "Empress" was anchored in the river some distance above "New Brighton," and breakfast having been partaken of at the time named she was moored at the landing stage at Liverpool before nine o'clock. All the passengers' luggage was sent ashore and deposited within a commodious shed for another examination by the Customs authorities, each portmanteau or package having previously had affixed to them the Canadian Pacific Company's labels with the initial letter of their owner's surname to facilitate the subsequent search for them after the passengers were themselves landed. As soon as the examination ordeal had been gone through and his luggage could be removed, the writer accompanied a friend who had kindly awaited his arrival to his residence, charmingly situate in the vicinity of Sefton Park, and on the way thither was pointed out the birthplace of the late Right Hon. W. E. Gladstone. The trains run very inconveniently on Sunday, and though the writer left Birkenhead in the afternoon he was unable to reach Bridgewater until after midnight. On awaking early the following morning he was gratified to find that during his five weeks' absence (after covering a distance, by land and sea, of over 7,000 miles, and spending the most enjoyable holiday of his lifetime) the home

"Spring cleaning" had been satisfactorily completed, and that his garden beds and borders were looking neat and prim, and being also joyously greeted by the thrush and other songsters of the air he fully realised that

"Mid pleasures and palaces though we may roam,
Be it ever so humble there's no place like home."

THE DOMINION OF CANADA.

A GENERAL SURVEY.

The statement is attributed to Sir Wilfrid Laurier, Premier of the Dominion Government, that "the twentieth century belongs to Canada." This somewhat remarkable phrase appears to be a rather boastful one, but it is justified to a great extent by the transformation that is being effected with such marvellous rapidity on the fertile and limitless plains comprised within the vast area of the Dominion, and by the great influx of European immigrants that has already taken place in the first five years of the new century; and it is also strengthened by an observation made use of by Mr. Wyndham in his recent speech in the House of Commons to the effect that "the expansion of the population of Canada will be a feature of the twentieth century." According to official statistics, Canada (extending from the Atlantic to the Pacific) has an area of 3,515,647 square miles, or one-twelfth of the land surface of the whole globe. It is divided into nine provinces, namely, Quebec, Ontario, Nova Scotia, New Brunswick, Prince Edward Island, Manitoba, Saskatchewan, Alberta and British Columbia; and the last census, taken in 1901, showed the total population at that time to be 5,369,666, the most populous of the provinces being Ontario (2,182,942), Quebec (1,648,898), and Manitoba 254,947. Until recently, the United

States proved a far greater attraction to emigrants than Canada, and it was not until the closing years of the nineteenth century—by which time the southern part of the Dominion was being better equipped with railways, chiefly through the instrumentality of the Canadian Pacific Company—that the latter began to receive settlers on a much larger scale. It is noteworthy that for the first three years of the present century, ending 1903, the influx was greater from the neighbouring United States than Great Britain, or any other part of the globe, but since then there has been a tremendous bound upwards in the arrivals from this country, as shown by the following statistics obtained from an official source:—

	British.	American.	Continental.	Total.
1900-01 ..	11,800 ..	17,987 ..	19,352 —	49,149
1901-02 ..	17,259 ..	26,388 ..	23,732 —	67,379
1902-03 ..	41,792 ..	49,473 ..	37,099 —	128,364
1903-04 ..	50,374 ..	45,171 ..	34,785 —	130,330
1904-05 ..	65,359 ..	43,652 ..	37,255 —	146,266

The greater portion of the above emigrants have settled in Manitoba, British Columbia, the North-West Territories, and Ontario. This year the exodus to Canada from Great Britain has been thus far very largely in excess of any previous one. All parts of England have contributed their quota, and while competent authorities compute that not more than one-fourth of the emigrants have had agricultural training, the great majority are bound for Canada with the idea of settling down to farming pursuits. They come from the plough, the factory, the workshop, the mine, and even from city offices. During February this year nearly as many as 10,000 emigrants left Liverpool for Canada alone, and since then the departures have become even more numerous. The government of Canada is Federal—that is to say, there is a central general government for the whole Dominion, while the several provinces have separate Legislatures, and manage their own local

affairs. The seat of the Federal Government is at Ottawa, and members of the Senate and House of Commons are paid according to their attendance. There is also a complete system of municipal government, under which counties and townships regulate their local taxation for roads, schools and other purposes, every man voting for the taxes which he pays.

All the chief denominations are represented, but there is no Established or State church. According to the last census the French-speaking and other Roman Catholics numbered 2,228,997, and are mainly located in the provinces of Quebec and Montreal. The Methodists numbered 916,862, the Presbyterians 812,301, the Church of England 680,346, and the Baptists 316,714, the Protestants numbering altogether more than half of the total population.

Education is compulsory, except in the North-West, and excellent free schools are provided under the control of the various Provincial Legislatures. There are also many High schools and institutes. In Ontario and Quebec provision is made for separate schools for Roman Catholics. In the other provinces the schools are unsectarian. There are universities at Quebec, Montreal, Toronto, Ottawa, Halifax, Winnipeg, etc.

The administration of justice is based upon the English model, excepting in the province of Quebec, where the old French law prevails. In the chief towns and cities stipendiary magistrates sit daily for the hearing of ordinary police cases; they have also jurisdiction in certain civil cases, such as the non-payment of wages. In all parts of the country there are Justices of the Peace holding their commissions from the Crown.

The revenue for the year ending 30th June last year was seventy-one odd million dollars, more than one half of this sum being raised from Customs, and a fifth part from Excise duties. The net public debt has steadily increased from about 108 million dollars in 1874 to over

200 millions in June last year, this being mainly due to the construction of public works for the development of the country's resources.

The exports for the year ending June last were valued at more than 203 million dollars, the principal articles of export being timber, cattle, agricultural and dairy produce, fish and minerals. The total imports for the same period were valued at nearly 267 millions, an increase of more than a million dollars as compared with the previous year. Nearly all the trade is with the United Kingdom and the United States of America.

In the last ten years the total trade of the country and the revenue have increased 109 per cent.; the bank receipts 114 per cent.; bank deposits 156 per cent.; and the railway traffic 136 per cent. Taxation is now lower than for twenty years past, being no more than 44 dollars per head.

This year the Canadian Pacific Railway Company undertook a novel educational scheme in running through the North-West a "seed selection special" train, the object being to increase, if possible, the high standard of North-West grain and the production per acre. Auditorium cars for lecturing purposes were provided, and fitted up with a large variety of demonstrating apparatus to illustrate the lectures, nearly one thousand of the latter being delivered, a distance of more than 5,000 miles being covered by the special, stoppages being made at every important station, and the lectures being very numerous attended by the farmers and (by special arrangements) the school children as well.

BRITISH COLUMBIA.

The stranger to Canada, after hearing so much of the vast areas of the old Provinces of Ontario and Quebec, and of the newer provinces of the West, is surprised to learn that across the Rocky Mountains

beyond Winnipeg, and fronting on the Pacific, lies the largest province of all. The area of "B.C." (as it is familiarly called by its people) is about 380,000 square miles, or rather more than three times that of the United Kingdom, and there is hardly any phase of human industrial activity for which British Columbia is not well adapted. Coal, iron, gold, silver, lead, tin, petroleum, timber, fish, fruit and grain all abound in the Pacific province. The vast mountain ranges that lie within its bounds contain, it is believed, untold wealth of mineral deposits, which have yet only been lightly tapped here and there, while in the rich valleys between the mountains and on the plains that separate them from the sea is abundant fertile land for agriculture and ranching. "B.C.'s" timber resources are prodigious, covering nearly two hundred thousand acres, and as a field for the manufacture of paper pulp and paper the province is considered to be unrivalled. The salmon and sealing fisheries employ thousands of men during the season. It is only since the growth of population caused by the development of the mining, fishing and lumbering interests that the extensive agricultural resources of British Columbia have been seriously regarded. The springing up of numerous cities and towns has made it worth while to cultivate largely grain, vegetables and fruit, and to raise stock, poultry and dairy produce, and the home market alone has already become large and profitable.

THE CANADIAN CLIMATE.

There is little doubt that many would-be emigrants to Canada have been deterred from going there owing to exaggerated statements concerning the severity of the climate, and those who are most anxious for the development of the country's resources (which can only be effectually accomplished by the cultivation of the vast unbroken plains in some of the territories) are

very desirous of refuting the misapprehensions with regard to this, which have been rife in the Old Country. Whilst in most of the north-western provinces—except, perhaps, on the coast of British Columbia, thanks to the warm currents of water flowing across from Japan—the Winters are, undoubtedly, far colder than in England, and the thermometer falls considerably below zero from time to time, a large measure of sunshine is enjoyed, and on the western prairie there are said to be on the average two hours more of sunlight each day than in our own country. It is true that the Winters in Canada are more extended, for they last from November or December to March or April, according to locality, and during the greater portion of that period most of the rivers and lakes are frozen over, navigation not being resumed until the middle of April. Heavy snowstorms and blizzards are, however, comparatively rare, while the peculiar dryness of the atmosphere makes the intensity of the cold far less keenly felt than in our damper climate, and if such ordinary precautions are adopted as the experience of the country will soon suggest the Winter will be found very healthy, and not at all unpleasant. Usually there is snow enough from January to March to provide good sleighing and other healthy sports in which the people indulge freely, and the snow is also welcomed in many of the country districts because of the protection it affords Autumn-sown wheat. The “cold snaps” are most severely felt, and are most prolonged, in the northern and western provinces, and in the slack or Winter season it is not unusual for single men who have been engaged on farm work to be obliged to obtain employment elsewhere at lumbering, sawing or manufacturing in Ontario and the eastern provinces, or in British Columbia. This, of course, points to the undoubted fact that men who emigrate to Canada, especially those who go there without any capital, have to rough it occasionally, and undergo certain hardships; and

while in this country our lads and lasses have impressed upon their minds the necessity of acquiring a knowledge of "the three R's," Canadian emigrants are always reminded that, no matter what kind of occupation they undertake, the three essentials to their success is a constant observance of the three P's—Patience, Pluck, and Perseverance. In this connection, and especially with reference to the severity of the climate in some of the provinces, it may be mentioned that Mr. Hickman was recently the recipient of a somewhat typical letter from a former resident at Stawell, Mr. George Ireland, dated from Birtle, Manitoba, 6th February, informing him that he had arranged for his brother and a friend named Goodland to come out there from Bridgwater and join him. He adds: "I am glad to tell you that I like this country first rate up to the present, and although you cannot see anything out here just now but snow, and it is very cold, there is one thing—the money is warm, and this is the country for the saving of money, especially as there is nowhere to spend it"!

THE WHEAT CROP IN CANADA, & HOW TO OBTAIN LAND, &c.

In recent years, a great deal of consideration has been given to the relations between Canada and Great Britain in connection with the food supply question, and there is, of course, an important political aspect of the question, which need not now be dealt with. In round figures, it is estimated that this country requires annually something like 200,000,000 bushels of wheat to meet its bread supply deficiency. The population of the Mother Country, moreover, continues to grow, in spite of an enormous output of emigrants to Canada and elsewhere, and the tendency of our wheat area is to diminish rather than increase. Some alarm was created not long since by the ventilation of the theory

that the wheat eaters were gaining on the wheat growers, and that the world would shortly be face to face with famine, but one obvious flaw in this argument was that Canada had not sufficiently been taken into account. In the western portion of the Dominion it is calculated that the wheat-producing area is not less than two hundred million acres, and that if one-fourth only of this vast tract be eventually devoted to its cultivation the grain supply from this source alone will suffice to cover Great Britain's deficiency nearly four times over. This appears to be no exaggeration when it is borne in mind what has already been accomplished. In 1880 the first few bushels of grain were shipped from the Province of Manitoba. In 1905 the cereal crop in the west (wheat, barley and oats) reached the total of 171,055,029 bushels, wheat representing about one half. The acreage put under wheat in the Spring of 1905 in the three provinces of Manitoba, Saskatchewan, and Alberta was about four million. Manitoba produced 55,767,416 bushels of wheat, representing an average of 21 bushels to the acre. The average obtained in the other provinces was, as usual, a little higher.

Intending settlers who desire to obtain free grant lands will find at the offices of the Dominion Immigration Commissioner and Canadian Pacific Land Commissioner maps showing lands available for homestead entry, and railway lands for sale, and will receive such advice and assistance as will enable them to choose a district best suited to their wants. For several years past, however, the free grant lands have been taken up very rapidly, and it is necessary to go some distance from constructed lines of railway in order to obtain suitable lands. Along projected lines of the Canadian Pacific Railway, which will be built within a year or two, free grants may still be obtained without difficulty, but owing to the large influx of settlers now taking place it is probable that the most favourably

situated homesteads will speedily be secured. It is not surprising that there should be a great rush for these desirable lands, as railway lands in the same localities are selling freely at from six to twelve dollars per acre. The great wheat-growing sections of the West, from Winnipeg onwards, are now covered with a network of railways, and settlers who wish to establish themselves on land in the neighbourhood of lines must, as a rule, purchase their lands. While the Canadian Pacific Railway Company have already disposed of many millions of acres of their original holdings they still have for sale to settlers a vast estate of ten million acres, mainly in the best portions of the new provinces of Saskatchewan and Alberta. The land sales of the company for the six months ending 31st December, 1905, amounted to 560,327 acres, the average price received being five and six dollars per acre. These sales included a considerable proportion of ranching lands at about four dollars per acre, the prices obtained for lands sold to individual settlers for mixed farming and grain growing being generally from six to ten dollars per acre. In several of the provinces numerous experimental farms and agricultural schools have been established under the direction of the Dominion Government, the special function of these being to experiment in all branches of agriculture, and during the last few years seeds and specimens have been sent to about 200,000 farmers. The largest agricultural school in Canada is the Ontario Agricultural College.

Whilst grain-growing has given the Canadian West the greatest prominence in the world, Canada has abundant resources apart from the great food staple. There are few of the older settlers who have not also their herds of cattle or flocks of sheep, who are not fattening their hogs for market, or have not a profitable stock of poultry. Dairy farming, too, is becoming every year a more important branch of agricultural life in the West. So far back as 1896 the Provincial Govern-

ment of Manitoba established a dairy school in Winnipeg from which were sent out trained men to take charge of the creameries and factories that have sprung up in great numbers. Fruit growing is also a pleasant by-path of the western farmer which presents great possibilities. Currants, raspberries, and strawberries are successfully cultivated. The cultivation of apples in the north-west has been only experimental and less successful up to the present. The horse and cattle raising industries are rapidly developing and becoming very profitable.

INFORMATION FOR & ADVICE TO INTENDING EMIGRANTS.

In the year 1886 her late Majesty's Government established what was termed an "Emigrant Information Office" for the purpose of supplying intending emigrants, chiefly to the British Colonies, with useful and trustworthy information, and this department is under the direction of the Colonial Office. It is manifest that anything derivable from such a source is thoroughly reliable, and as it is strictly in accordance with the result of personal inquiries made by the writer in other authoritative quarters the following summary of up-to-date information respecting Canada will doubtless prove acceptable.

There are, undoubtedly, good openings in nearly all parts of Canada for farmers, and in some localities free grants of land are still obtainable. It is recommended, however, that to start on a farm, whether obtained as a free grant or not, settlers should have a capital of at least 20s. to 25s. per acre. Many have succeeded with less, but there are difficulties to be surmounted, especially in clearing forest land, and in adapting themselves to the new conditions and methods of farming in Canada. The Spring is the best time for farm labourers to emigrate, for new hands are not

taken on so readily in the Autumn. Notwithstanding, however, the very large number that arrived last season there was a deficiency of farm labourers all over the country, and there is a scarcity during the present year also. Usually those arriving in the Spring proceed either to Ontario or Manitoba. As a rule, single men are preferred everywhere, but married men, with wives competent to take charge of dairy or household duties, and families able to work, are often employed as well. In Ontario the wages of farm hands range from 18 to 25 dollars (a dollar equals 4s. 1½d.) a month, with board, during the working season, or 30 dollars without board. In Manitoba they average 20 to 25 dollars a month, with board, for the Summer months, and 5 to 15 dollars in Winter. If the engagement is by the year the rate is lower, the yearly rate averaging in Ontario 190 dollars with board and washing; in Manitoba, and especially in British Columbia, the average is much higher. Married couples receive in Ontario, if they are first class farm hands, from 240 to 300 dollars a year, and a house and garden free of rent, but they must board themselves. Married couples in Manitoba receive about 300 dollars a year, with lodging, etc. There is not much demand for shepherds, shearers, or gardeners. The mechanics mostly in demand throughout Canada are men in the building trade, especially carpenters, but it should be remembered that out-of-door work is slack in the Winter owing to the long frost. The chief manufacturing centres are in the provinces of Quebec and Ontario, where carpenters are paid from 25 to 30 cents an hour, whilst bricklayers can earn much better wages. The wages of mechanics are now said to be generally advancing throughout Canada, but rent and the prices of some articles of food have advanced also, and the nine-hour day prevails in most of the bigger towns. Female domestic servants are in demand in most districts, both in towns and on farms, and they will have no difficulty

in obtaining good situations, but it is desirable that they should have a little money with them on landing, and it must also be borne in mind that good characters are indispensable. The wages of domestic servants in Ontario are from 10 to 12 dollars per month, with board and lodging included; in Manitoba and the North-West from 10 to 20 dollars; and in British Columbia from 15 to 20 dollars per month. Milliners and dress-makers are not in much demand, and single women are not recommended to go out on the chance of obtaining work in factories. Moreover, board and lodging cost not less than three dollars a week, and factory hands, as a rule, cannot earn much more than this in Canada. Clerks, shopmen, storekeepers, and females generally above the grade of servants—such as governesses, shop assistants, nurses, etc., should not emigrate to Canada unless they have situations offered them previously, or relatives who can take charge of them. Women emigrants, in particular, having friends in the Dominion, are strongly recommended to communicate with them beforehand, or to apply to the Dominion or Provincial Government agents, who keep a list of vacant situations, and will refer women to local ladies' committees. If they communicate with the Women's National Immigration Society, 87, Osborne-street, Montreal, lady agents from the society will meet them at the ports of landing, receive them into a Home at Montreal, and look after them till they find situations. They may remain at the Home without charge for the first twenty-four hours, after which a charge of 1s. 8d. a day is made for board and lodging. Similar facilities are provided for females at the "Women's Welcome Hostel," 66, Wellesley-street, Toronto, and at a "Girls' Home of Welcome," established at 130, Austin-street, Winnipeg, Manitoba. In most of the principal towns throughout Canada there is a branch of the Y.M.C.A., and of the Girls' Friendly Society. Each province distributes its own immigrants. The Dominion immigra-

tion agencies are at places where emigrants land, viz., Quebec and Montreal, at Halifax (in Nova Scotia), and St. John (New Brunswick). At all these places there are depots for the temporary reception of those who cannot afford to pay for rooms, but emigrants must pay for their own food, which they can buy at the depots or elsewhere. In Manitoba the Commissioner of Immigration at Winnipeg has charge of the whole of the business. He has a large staff of land guides and agents, and offers every assistance to those emigrating to Manitoba and the North-West. All necessary information is supplied gratuitously respecting free grants of land, farms for sale, and demand for labour, rates of wages, routes and cost of travel, etc., and Government officials travel in trains carrying fifty or more emigrants from the seaports to places west of Lake Superior, in order to give advice and protection to the emigrants en route. At Montreal the Dominion Emigration Agency is at 306, St. Antoine-street, and in Ontario emigrants should apply to the Bureau of Labour at the Union station in Toronto, or the immigration department of the Provincial Government in that city. Emigrants are warned, in particular, to beware of strangers, to take care to conceal their resources from others, and especially to be careful not to buy or rent land from persons about whom they know nothing until, at all events, they have examined the land for themselves, and have taken independent advice, preferably from the Dominion land or immigration agents

GENERAL SUMMARY.

Many more columns could have been written respecting the Dominion and the emigration business in particular from the material furnished by representative and well-informed men in the Canadian cities visited, but the exigencies of space forbids its publication. The

writer desires, however, to emphasize the fact that, whilst farm labourers and domestic servants emigrating to the Dominion can very readily obtain situations (and more particularly lads and lasses who have received some training in such establishments as those of Dr. Barnardo's Homes and Muller's Orphanage, etc.) all other persons should be well advised before booking their passage, and should obtain for themselves reliable information concerning their future prospects by applying to the chief clerk, Emigrants' Information Office, 31, Broadway, Westminster, who will supply them, free of cost, with handbooks containing much useful information, and also with letters of introduction to Government agents in Canada, which intending settlers will find very helpful to them. Similar reliable information is obtainable from the headquarters of the Canadian Pacific Railway Company at their headquarters, Charing Cross. The necessity for procuring this is all the greater because in Quebec, Montreal, and elsewhere numerous small agencies have been established for the ostensible purpose of procuring situations for immigrants (alluring notices, which the writer saw, being exhibited in their office windows) by persons who claim exorbitant fees, and subject the applicants to a great deal of unnecessary delay, and sometimes cruel disappointments. As an illustration of the necessity for such precaution, it may be observed that just before the writer's departure from Toronto an official pamphlet was issued by Mr. Mackenzie King, the Deputy Minister for Labour (one of the gentlemen interviewed by him), setting forth the details of an official investigation he had made connected with a party of thirty-seven compositors and linotype operators from England, who had been induced to emigrate to Canada, and go as far into the interior as Winnipeg, on the understanding that they would be guaranteed permanent employment at a good rate of wages, but on

their arrival discovered, to their bitter disappointment, that they were expected to take the place of a body of Union strikers. The unfortunate immigrants had no remedy, unfortunately, against the so-called, but irresponsible, agent, who, apparently, had concealed the facts from them until their arrival at Canada. Mr. Mackenzie King's investigation of this matter was a thoroughly searching one, and in summing up his very comprehensive report thereon he says that the real grievance of which the English printers complained was the injustice done them "in inducing them to leave their homes in England and come to Canada with the expectation that the employment they were to receive was to be in connection with new papers starting up in Canada in consequence of the western development, and to meet a demand for which there was not a sufficient supply of printers in Canada, whereas they were in reality brought under false pretences to take the place of fellow craftsmen who were conducting a peaceful strike—in other words, to act as 'strike breakers.'" It may be added that the Canadian Parliament last year passed an Act respecting "false representation to induce or deter immigration" with the view of preventing just such fraudulent representations as the British printers complained of, and the Deputy Minister for Labour points out that this legislation would be rendered more effective if a similar Act were passed by the British Government, and its provisions and penalties made applicable to persons resident either temporarily or permanently in the British Isles. In the same connection it may be added that three days after the writer's interview with Mr. F. G. Morgan, Secretary of the Board of Trade at Toronto, the "Montreal Gazette" gave publicity to extracts from a letter which that gentleman had received from Lord Strathcona, High Commissioner in London, "in reference to the shipment of undesirable persons," and the necessity of taking steps to prevent what was con-

sidered by the Board the "unfair treatment of Canada" in this respect, as a large proportion of such persons are sometimes reduced to considerable privation because of their inability to procure employment. They are, for the most part, either unwilling, or unable for want of means, to return to their homes, and many of them go "from bad to worse."

Many of the Canadians are almost inclined to resent—or at any rate hope that it will not be taken too seriously—Rudyard Kipling's ditty "My Lady of the Snows," imagining that it conveys to Englishmen and others too strong an impression of the Dominion's association with snow, ice, and a cold barren waste. Their contention is that whilst there are extremes of heat and cold, the latter, except, perhaps, in the remotest north-westerly provinces, is not of so severe a character that it should prove a deterrent to intending emigrants of any class. The writer has not experienced the rigours of a Canadian Winter, although he heard many stories of persons being obliged to rub their noses and ears with snow to prevent their being frost-bitten, of their being detained for more than a day when railway travelling on account of the trains being snowed up, and of the great interference with all kinds of outdoor labour. He can only bear testimony to the fact that even in the early Spring the climate was found to be much warmer than at home, the thermometer registering from 70 to 75 degrees. The season had, in fact, already commenced when nearly every decent householder was furnished daily (as is customary throughout the Spring and Summer) with great lumps of ice for their refrigerators, when pedestrians appreciate the grateful shelter which will soon be afforded by the beautiful avenues of maple and other trees almost everywhere to be met with in the suburbs and most favoured promenades, when they can very well dispense with overcoats, and when at all hotels the customer is first offered at luncheons, etc., a drink of iced-

water. In Montreal and Quebec considerably more than one half of the population speak French—most of the car conductors invariably do so, but they are able to converse a little in English as well, and there are everywhere to be met with in those cities representatives of almost every European nationality, as well as a large number of Chinese and Japanese. Throughout Canada generally, and especially in Toronto and Ottawa, the great majority of people are very loyal to the Mother Country, and an earnest desire is expressed (though some doubts are entertained with regard to it) that their Majesties the King and Queen will be able some time next year to accept the invitation tendered them by the Dominion Government. The Canadians make it their proud boast that the broad plains of the Dominion are mightier and richer than even the fair provinces of India, and though they are not slow to criticise somewhat adversely certain English traditions and customs, and consider themselves a more go-ahead people than ourselves, they welcome and (as the writer can gratefully bear testimony to) are very hospitable to English tourists, and believe that a State visit of their Majesties would tend to consolidate and bind more firmly together the bonds of the British Empire.

In the various Canadian cities visited by the writer, and also on board the steamships on the outward and return trips, he met with other Colonials, including Australians and New Zealanders, in addition to Canadian settlers, who gave him glowing accounts of their respective countries, and the future prospects of each of them, but he was gratified to find that, without exception, all who had emigrated from "the old country" retained a feeling of thorough loyalty for the home of their birth, and were still prepared to admit with him that, in the words of Eliza Cook,

"'Tis a glorious charter, deny it who can,
That's breath'd in the words 'I'm an Englishman!'"

APPENDIX.

LETTERS FROM LOCAL EMIGRANTS.

We have before published from time to time communications from persons who have emigrated to Canada from Bridgwater and the neighbourhood, and settled in various parts of the Dominion, where they are doing extremely well; many of them having since induced relatives and friends to join them; and the following may be quoted as specimens of the most recent letters that have been received by Mr. H. Hickman, of Eastover, the local emigration agent, whose numerous "bookings" from week to week, extending over a long period, have attracted so large an amount of attention:—

738, Alexander-avenue, Winnipeg, Manitoba, Canada,
May 11th, 1906.

Dear Sir,—As you are the principal agent for immigration round our district, no doubt you meet with lots of people who wish to know something about Canada. I can safely say that Winnipeg is the fastest growing city in America. It is not a boom like most other cities, but one of natural growth. Day after day people are buying up land for building purposes on the outskirts of the city. I and my brother Richard are old-timers here (about sixteen years), and we have decided to start at the real estate business, so as to induce others who have a little money to make more, and in buying land wherever they will near Winnipeg it is almost impossible to lose on their bargain. If, Mr. Hickman, you hear of any one who is likely to

come to Canada, and wish to invest, will you kindly refer them to me and my brother Trusting you are well,

I remain, yours respectfully,

STEPHEN COLLARD

(Formerly of Enmore).

P.S.—Two more railways will soon be running through here—the Grand Trunk Pacific and the Great Northern. The city has bought 300 acres of land for a park and newer and bigger exhibition grounds. A large racecourse is being made just outside the city, and an American firm are speculating a million dollars for 30 acres for amusements. Various large buildings are to be erected here this Spring. One, in particular, is to be sixteen storeys high, so you see, as I mentioned before, it is a natural growth, and not a boom, and people who speculate now will in a very short time see their money back, and treble the amount. You certainly will not know the city when you come to stay at the Hotel Leland again.

S. C.

Ogilvie Station, Manitoba, Canada, April 9th, 1906.

My dear Herbert,—Just a few lines in answer to yours received a few days ago, hoping it will find you and yours all well as the same leaves us all in good health at present. We have had a most lovely Spring here; I quite think that it is the finest I have ever seen. We have had no rain scarcely since last October. The Spring seeding operations will soon be finished, and then we shall be looking for rain. The young men you sent out here arrived alright, and they all seem to like it here and all got work immediately on arrival. There is plenty of work here for young men of their sort; in fact, you can't make any mistake in sending out lots of them, as there are splendid prospects ahead for young men who care to emigrate to North-West Canada.

Wages are better here now than they have been for a few years. There is a great amount of railroad building going on here this Summer, and it means employment for thousands of men at good wages. I cannot understand the reason why more of the small tenant farmers do not emigrate out here and own farms of their own, instead of lingering on at home and paying away what little money they make for rent of land, rates and taxes, and so many more things that takes their money away. Of course, it ain't all sunshine out here, and we have our troubles here, too. We farm on a much larger scale here, as regards the quantity of land, but with less labour. I and another man sowed the land and harvested the crop last year, and when I threshed I had pretty close upon four thousand bushels of grain. As you know, I have been out here sixteen years now, and I assure you that I never intend to do another day's work in England. Canada is the land for me. I would like to see the cattle embargo removed, and we are all looking for improvements that way now you have a change of Government. I never miss getting the good old "Mercury" every week, so I am kept pretty well posted with news from home. And now I must conclude, all joining in very kind regards.

I remain, yours truly,

HARRY PORTER

(Formerly of Over Stowey).

P.S.—I shall be sending you some snapshots in a few days.

P.O. Box 11, Tisdale, Saskatchewan, Canada,
April 28th.

Dear Mr. Hickman,—Your welcome letter reached me a few days ago, for which I thank you very much. Any information I can give you about this "wild and woolly West" I will do with pleasure. I can plough

anything ploughable, and can drive a yoke of oxen, which would try the patience of Job. No end of what I can do out here, but write a yarn. Land is jumping ahead in value every day. No one could come to a better place in Canada, as everything is booming here. Syndicates have been through here buying up land everywhere, but I am very sorry to see they are all Americans, who know a good thing when they see it. How it is that the Britishers are so slow in speculation I cannot think. The best of all the land is being snapped up daily here by Uncle Sam—more to our shame. Of course, I am a long way from Tisdale—twenty-four miles—right on the Carrott River. It runs through my homestead east and west. I am about the most northern settler. There is no bridge across the Carrott yet, but I have the best soil—bar none—in Canada; scrubby, but when cleared it will be the best land in this district. The Leather River joins the Carrott quite close to my property, so I am on a neck of high land. Of course, I know the country pretty well by this time; have been all over it. This is a splendid country to run cattle, as it is nearly all meadows. There are miles after miles of nothing but hay, and cattle are the most paying things to go in for out here. All sorts of rumours are afloat as to the new railways running through this country, and surveyors are out right through this district. There is plenty of game, of course, and I have been living on moose and elk nearly all the Winter. Fish are very plentiful in the river, whilst duck is in abundance. Bear flesh also goes down well—better than beef—although you may not think so. I manage to keep the larder full. If there is any hard-working young fellow who would like to come out to this country to learn farming before going in for a homestead let him come to me if he means work, and I will do the straight thing for him. There is always a gun or a rod after the day's work. Truly am I not an "Empire

Builder!" Anyway, I like the life, and am getting along fine, and don't wish to come back. Let me hear from you at any time, and remember me to all my old friends.

Yours very truly,

TOM TAYLOR.

Late of Wembdon (son of Mr. S. Taylor, coal merchant), Bridgwater.

The following letter has also been handed us (through Mr. Hickman), from Mr. Edward Harris, formerly of Spaxton, near Bridgwater:—

738, Alexandra-avenue, Winnipeg, Canada,

April 7th.

Dear Mr. B—,—I daresay you may feel interested to hear from me concerning the new world, and it may be also interesting to your present scholars. Well, when we arrived at Halifax the first thing we noticed was the cold (early in March). The Canadian Government has everything fitted up at the docks for your convenience. You can get your English money changed for Canadian, and your railway ticket, your baggage passed by the Customs, purchase bedding for the railway journey if you wish, and also provisions. There are cable offices, post office, railway station all under the same roof. We started for the West about mid-day on the 14th. The country outside looked wild and rugged, and some Scotch passengers remarked "New Scotland." The next day we got into forests, a few shacks here and there, but mostly forest. I shall never forget it, miles and miles of forest and frozen rivers and lakes. This was the Quebec province. On the Friday we saw a good deal of lumbering. To my regret we reached Montreal at night, when all were asleep, so I did not see the city. Saturday proved a most interesting day, as we saw the more populated

parts of Ontario. I noticed how the farmers made their fences. They drive two stakes about nine inches apart, then two or three yards further on two more. The uprights follow a zigzag course. They then lay logs or lumber between until they have laid enough to make a very good wood fence without nails. We soon got into the Lake District, and as the railway wended its way around the shores of Lake Superior the scenery was very grand. On Sunday we found ourselves getting nearer to Winnipeg, and the great wheat fields soon began to show. Winnipeg is a go-ahead place, if ever there was one. They tell me the population is now 100,000. Being only about 50 miles from the States the Yankee is in great evidence here. The big buildings in the course of construction are numerous, and the whole thing is a rush to be first. The Canadian-Pacific Hotel and station is a massive structure, and clearly shows what they foresee. They are building a new post office, but they are afraid, with the old one as well, it will not be large enough. The price of property in the city is going up by leaps and bounds. A new railway across the entire Continent is to come through Winnipeg, which will open up more land further north. Well, in a few words, everything here is hustle! In a few years it will be the London of Western Canada. The people are coming every day in their thousands, but yet you never see them. They come here and then scatter goodness knows where. I am pleased to tell you I am working in the Canadian-Pacific locomotive shops as tender painter, at \$14 per week, as a start. Ralph Porter has gone on to his cousin, about 60 miles further on. Kind regards to all old friends in Spaxton, etc.

Your old scholar,

EDWARD HARRIS.

Mr. F. Sheppard, of Cheltenham-road, Bristol, secretary of the Distress Emigration Society in that city, has received from Mrs. Forster, of Queen's-square, Bristol (who, as before stated, conducted a recent emigration party to Canada), a letter, dated from Montreal, which the writer of these articles has been favoured with an inspection of, and the following extracts therefrom will be perused with interest:—"I feel sure you will be glad to hear the people in whom you are interested reached Canadian shores safely. The first three days it blew a gale—quite the most severe I have ever experienced, but all went well afterwards, and all of them thoroughly enjoyed the voyage. They were very well fed and comfortably berthed. The children looked the picture of health when we landed at Quebec. During the voyage all were contented and cheerful—I had not one word of complaint. We fixed up concerts for them, had a baby show—two of my party being winners, 1st prize 15s., 2nd 10s.—sports, and other pastimes. I brought ten families to Montreal; the others went to Toronto and Winnipeg. On Saturday morning I took all the men to Mr. M——'s office, and in one hour all had good work to go to. The only difficulty is the scarcity of houses for them to live in. Work is abundant—I could have settled a hundred men with ease. Employers even came on the train on our way from Quebec, and engaged men at 10s. per day. The wives earn 4s. a day. Canada is, as I have always said, a second heaven for the working man if he will work; also for children to grow up in the ways of the country, but not a good place for clerks and shopmen, who oftentimes are above work, and think the Old Country folk can teach Canadians."